

Rezoning Hearing Attracts Huge Crowd

Pressures Too Great For Councilmen

Councilman George Bradford neatly put his finger on the basic cause of taxpayer discontent last night when he told more than 200 visitors to the city council meeting to "take a closer look at the real cause of tax troubles here, the Torrance Unified School District."

"If residents of Torrance can make such a fine showing at a city council meeting on a basic tax matter, they should investigate thoroughly the tax structure of the district," he continued.

Bradford made his statement during the sometimes stormy hearing over a proposal to rezone a 155 acre parcel of undeveloped land on Crenshaw from industrial to residential use.

ENGINEERED

Several times during the hearing it was alleged that the district had engineered the basic opposition to the plan to rezone the land. The district has indicated its discontent with the plan, yet had no admitted representative at the meeting.

Builder Don Wilson, who instituted the request for a zone change so he could build some 650 homes in the area, reported he had "heresy evidence" that some of the more persuasive volunteer workers in recent school elections had been approached and asked to help defeat this issue.

"There isn't a councilman at this table who hasn't been invited, time and time again, to keep his nose out of school business," Bradford reported.

Members of the city council many times in the past have pointed out that the largest of the tax bills paid by Torrance property owners goes to the school district.

Wilson, who reported he was "upset" that the school board takes such an active interest in a strictly "city matter," stated that during the past 10 years city taxes had gone up only 11 cents for each \$100 assessed valuation, while in the same period school taxes rose by an astronomical \$1.22 per \$100.

PRESS EDITORIAL PAGE

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Oppressive Laws Against Home Builders Add Hundreds of Dollars to Home Costs

Government regulations, often illegal, oppress the home building industry in California, according to civil engineer J. R. Newville of Los Angeles.

In a speech before 2000 members of the Third Annual Pacific Coast Builders Conference in San Francisco on June 8, he said these illegal or excessive requirements add hundreds of dollars per home to the cost of a subdivision which is ultimately paid by the home buyer.

He addressed the group as a member of the four-man panel discussion on engineering and land planning for subdivisions.

Although California has one of the best State Map Acts, too often cities and counties do not follow its spirit or intent, he declared.

Illegal delays beyond the statutory limits for approvals, illegal requirements for off-site improvements, illegal fees, excessive or over designed improvements are the most common abuses of the power which the State has given to the cities and counties.

CIVIL ENGINEER

Newville is president of Engineering Service Corp. and past president of the California Council of Civil Engineers and Land Surveyors.

Many abuses, he pointed out, are brought about by the dedicated city planner who plans the ideal city without regard to cost or public opinion.

City managers and councilmen too are not above improving their cities without too much concern for the legality of their methods.

In addition, city and county engineers have introduced and enforced "the double

standard" whereby the subdivider is required to meet a very high standard of work, while the city engineer working on adjoining similar projects generally gets by with half the quality.

Newville called upon home builders and other interested parties to join together in their professional and civic organizations to rectify these conditions through united efforts.

STANDARDS

Work has been started along these lines, he noted, in Orange, Ventura and Los Angeles Counties through the formation of a committee of standards by the local home builders group in each county.

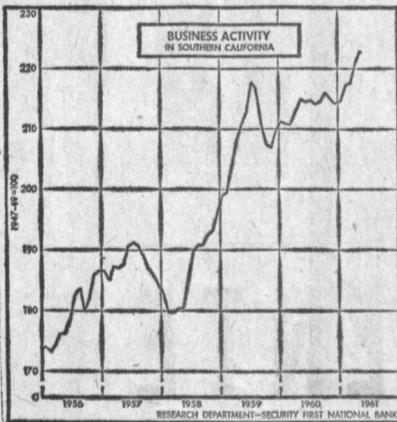
Results have been accom-

plished, he indicated. For instance, in Los Angeles County many items detrimental to the builder were eliminated from the proposed city subdivision ordinance, but much more has to be done.

In Ventura and Orange Counties, meetings with the city engineers has resulted in standardization on as many as 18 items in improvement plans and design.

"This work at the local level will 'show up' in reduced prices for the home owner."

Newville has directed engineering and land development for the greater part of the 1000 subdivisions and 100,000 lots developed by Engineering Service Corp. since it was founded in 1918.



Record Business Continues

For the fifth consecutive month, Southern California's business activity continued at record levels, establishing a new all-time high in May, James J. Weigel, manager of Security First National Bank's Torrance branch, reported today.

The bank's "Monthly Summary of Business Conditions" pointed out that the business index for the area climbed to 222.9 (preliminary), up 1.9% from the April high, and 3.7% over the same year-ago level, Weigel said.

Ten of the index's 14 components advanced between April and May, Weigel noted, with bank debits, real estate activity, building and engineering construction, manufacturing employment and man-hours worked, all showing solid gains.

EMPLOYMENT

Unemployment as a whole fell slightly between April and May. The unemployment increases in the Los Angeles-Long Beach and San Diego Metropolitan Areas were offset by declines elsewhere in the Southland the bank stated.

Since a small increase in unemployment is ordinarily expected in the Los Angeles area at this time of year, the recent rise was about in line

with the usual pattern. With the exception of the San Bernardino - Riverside area, employment in the various metropolitan areas of the state's southern half increased regularly.

Building and construction activity in the local 14-county area climbed in May to the highest level ever recorded in a single month, Security said. Total volume amounted to \$375,160,000. On a seasonally adjusted basis, that was equivalent to over \$4.2 billion a year—also a record high.

According to the bank's research department, the impressive showing during May was attributed to: 1. substantially higher level of home-building activity; 2. awarding during the month of an exceptionally large volume of engineering construction contracts.

Total building and construction for the first five months of 1961 reached an average level, seasonal factors considered, equal to \$3,513,000,000 per year, compared with the actual total of \$3,403,000,000 during the record year of 1960.

LEGAL NOTICES

CERTIFICATE OF BUSINESS, FICTITIOUS FIRM NAME

The undersigned does hereby certify he is conducting a business at 24710 Crenshaw Boulevard, Torrance, California, under the fictitious firm name of A&A PENCIL COMPANY, and that said firm is composed of the following person, whose name in full and place of residence is as follows:

Arthur A. Anderson, Jr. No. 4 Chesterfield Road, Rolling Hills, California. Dated June 6, 1961.

ARTHUR A. ANDERSON, JR. State of California, Los Angeles County: On June 6, 1961, before me, a Notary Public in and for said State, personally appeared Arthur A. Anderson, Jr. known to me to be the person whose name is subscribed to the within instrument and acknowledged he executed the same.

RUTH H. PETERSON (SEAL) Notary Public, My Commission Expires June 6, 1961. Torrance Press, Wednesday, June 7, 1961, 21, 25, 1961.

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COSTS HIGH...

Repair Bills, Unnecessary Accidents Are Result of Highway Sign Vandalism

Big repair bills and unnecessary driving hazards are resulting from traffic sign vandalism along California's highways, State Highway Engineer J. C. Womack reported today.

It costs from \$275,000 to \$325,000 a year, he said, to repair or replace official signs which are destroyed or damaged by vandals. This cost is for state highways alone, and does not include damage to signs on city streets and county roads.

This senseless destruction of warning, regulatory, and directional signs continues to be a serious problem," he said. "Repairs are expensive, and in some cases there have been tragic accidents because a sign was stolen or destroyed."

A recent review by the Division of Highways revealed the types of sign vandalism most frequently encountered on the 14,000 miles of maintained state highways.

In rural and mountain areas heavy damage results from rifle and shotgun blasts, particularly during hunting season.

13 DAMAGED

A few years ago maintenance crews installed 16 turn-out signs on a mountain section of Sign Route 168 in Fresno County. The next day

13 of these signs had to be replaced because of gunshot damage.

One sign in a desert area was blasted to useless wreckage by a shotgun 30 minutes after it had been installed—a half-hour life for a \$15 sign.

Some target shooters aim at signs from moving cars. Highway maintenance superintendents reported that a single car will sometimes pass through an area and leave up to 35 shooting-damaged signs.

Although heavy damage from gunfire occurs in rural areas, other acts of vandalism are also reported. Vandals throw rocks at signs or deliberately ram them with vehicles. Outright theft is frequently reported.

In metropolitan areas, a major source of damage is smashing and breaking signs with a vehicle. There is also considerable damage from thrown objects, and many instances of deliberate bending of signs have been encountered.

As might be expected, there is less damage from gunshots near cities. Where urban shooting laws are not enforced, however, signs suffer at the hands of marksmen with small calibre weapons and air guns. The pellet from an air rifle will destroy the enamel coating a sign, expos-

ing the metal to rust and eventual deterioration.

THEFT

Actual removal or theft of highway signs is common, particularly around college towns. In the same vein, it was almost impossible to keep "Pismo Beach" signs in place when this town was being mentioned on a popular comedy program.

Occasionally, signs are removed and hidden by individuals who object to them.

In a ranching area, a stop sign was removed and replaced eight times before a highway superintendent traced a trail of high-heeled boot tracks through wet grass to a nearby canyon, and found all eight signs.

A man in Santa Cruz County was jailed for malicious mischief for removing a sign because he got "sick and tired of stopping at that sign 25 times a day" while trucking produce to a packing plant.

ONE FATALITY

At least one fatality can be attributed to the unauthorized removal of a stop sign.

There is less damage to signs on freeways, presumably because heavy, fast-moving traffic makes vandalism difficult. One freeway construction project in the Los Angeles area was the scene of several thousand dollars in sign damage, however, when children invaded the right-of-way just before the section was opened to traffic.

Womack urged unthinking target shooters and other potential offenders to refrain from damaging or removing signs.

"In this way you will be saving yourself and other taxpayers a lot of money, and you will not be responsible for a needless accident," he said.

Highway officials pointed out that willful destruction of highway signs is a misdemeanor punishable by a maximum \$500 fine, six months in jail, or both.

Banking Institution Adopts Plan To Assure Education for Students

An expanded loan program to help California parents meet increasing costs of educating their children was announced today by Bank of America.

Effective immediately, the bank is extending the terms of its Studyplan loans so that parents may finance a four-year college education over a six-year period.

"This means," said Executive Vice President Lloyd Mazzera in the announcement, "that reduced monthly payments will enable more California families to pay costs of higher education out of their regular monthly income."

Since the bank introduced its educational loan service three years ago, repayment

periods of the loans have coincided with the length of the course of study.

Under the new plan, loans for financing up to four years of study may be repaid in equal monthly installments ranging over periods of 24 months for one-year courses to 72 months for four-year courses.

LONGER PERIODS

Mazzera commented: "Our decision to lengthen the loan periods was based on suggestions of many users of the plan.

"Since we began the program, education costs have continued to rise, and customers have indicated they would prefer to repay part of their loans after their children graduate."



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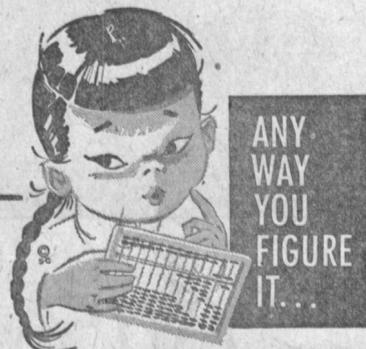
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